

§ 154.1350

46 CFR Ch. I (10–12 Edition)

(d) A vessel that carries sulfur dioxide must have a fixed gas detection system that meets §154.1350 except paragraph (j).

(e) Each alarm under §154.1350(e) on a vessel that carries methyl bromide or sulfur dioxide must be set at or below the threshold limit value listed in 29 CFR 1910.1000 for the cargo carried.

[CGD 74-289, 44 FR 26009, May 3, 1979, as amended by CGD 82-063b, 48 FR 4782, Feb. 3, 1983]

§ 154.1350 Flammable gas detection system.

(a) The vessel must have a fixed flammable gas detection system that has sampling points in:

- (1) Each cargo pump room;
- (2) Each cargo compressor room;
- (3) Each motor room for cargo handling machinery;
- (4) Each cargo control station that is not gas-safe;
- (5) Each hold space, interbarrier space, and other enclosed spaces, except fuel oil or ballast tanks, in the cargo area, unless the vessel has independent tanks type C; and
- (6) Each space between the doors of an air lock under §154.345.

(b) The sampling points under paragraph (a) of this section must meet §154.1345(b)(2) (iii) through (vi).

(c) Gas sampling lines for the flammable gas detection system must not pass through any gas-safe space, except the gas-safe space in which the gas detection equipment is located.

(d) Gas detection systems must have a readout with meters that show flammable gas concentration over the concentration or volume ranges under paragraph (t) or (u) of this section.

(e) Each flammable gas detection system must have audible and visual alarms that are actuated at a cargo concentration that is 30% or less of the lower flammable limit in air of the cargo carried.

(f) Each flammable gas detection system must have an audible and visual alarm for power failure and loss of gas sampling flow.

(g) The alarms under paragraphs (e) and (f) of this section must signal in the space where the gas detection system's readout is located and must meet §154.1365.

(h) Remote group alarms, that indicate that one of the alarm conditions under paragraphs (e) and (f) of this section exists, must meet §154.1365 and must be in each wheelhouse and in each cargo control station if the gas detection system's readout is not located in those spaces.

(i) Each flammable gas detection system must monitor each sampling point at 30 minute or shorter intervals.

(j) Electrical equipment for each flammable gas detection system that is in a gas-dangerous space or area must meet §§154.1000 through 154.1015.

(k) Each flammable gas detection system must have enough flame arrestors for all gas sampling lines to prevent flame propagation to the spaces served by the system through the sampling lines.

(l) Each flammable gas detection system must have a filter that removes particulate matter in each gas sampling line.

(m) Each filter under paragraph (l) of this section must be located where it can be removed during vessel operation, unless it can be freed by back pressure.

(n) Each flammable gas detection system in a gas-safe space must:

- (1) Have a shut-off valve in each sampling line from an enclosed space, such as a hold or interbarrier space; and
- (2) Exhaust gas to a safe location in the open atmosphere and away from all ignition sources.

(o) Each flammable gas detection system must not have common sampling lines, except sampling lines may be manifolded at the gas detector location if each line has an automatic valve that prevents cross-communication between sampling points.

(p) Each flammable gas detection system must have at least one connection for injecting zero gas and span gas into the system for testing and calibration.

(q) Each flammable gas detection system must have span gas for testing and calibration that is of known concentration.

(r) The calibration test procedure and type and concentration of span gas under paragraph (q) of this section must be on or in each gas analyzer cabinet.

Coast Guard, DHS

§ 154.1400

(s) Each flammable gas detection system must have at least one flow meter capable of measuring the flow to the gas analyzer, and must provide a means for ensuring that there is a positive flow in the right direction in each sampling line at all times.

(t) Each flammable gas detection system must measure gas concentrations that:

(1) Are at least 0% through 200% of the alarm concentration; and

(2) Allow calibration of the equipment with span gas.

(u) In each hold and each interbarrier space that contains tanks other than independent tanks type A, B, or C, the flammable gas detection system must measure cargo concentrations of 0 to 100% by volume with:

(1) An analyzer other than the one under paragraph (t) of this section; or

(2) The analyzer under paragraph (t) of this section with a scale switch that automatically returns the analyzer to the concentration range under paragraph (t) of this section when released.

§ 154.1360 Oxygen analyzer.

The vessel must have a portable analyzer that measures oxygen levels in an inert atmosphere.

§ 154.1365 Audible and visual alarms.

(a) Each audible alarm must have an arrangement that allows it to be turned off after sounding. For remote group alarms this arrangement must not interrupt the alarm's actuation by other faults.

(b) Each visual alarm must be one that can be turned off only after the fault that actuated it is corrected.

(c) Each visual alarm must be marked to show the type and, except for remote group alarms, the location of each fault that actuates it.

(d) Each vessel must have means for testing each alarm.

§ 154.1370 Pressure gauge and vacuum gauge marking.

Each pressure gauge and vacuum gauge under §154.1335(a) must be marked with the maximum and minimum pressures that are specified on the vessel's certificate for the cargo carried.

§ 154.1375 Readout for temperature measuring device: Marking.

Each readout under §154.1340 for a device that measures temperature in a cargo tank must be marked with the design temperature specified for the cargo tank on the vessel's certificate.

SAFETY EQUIPMENT

§ 154.1400 Safety equipment: All vessels.

(a) Instead of the equipment under §35.30-20 of this chapter, a vessel of less than 25,000 m³ cargo capacity must have the following personnel safety equipment:

(1) Six self-contained, pressure-demand-type, air-breathing apparatus approved by the Mining Enforcement and Safety Administration (MESA) or the National Institute for Occupational Safety and Health (NIOSH), each having at least a 30 minute capacity.

(2) Nine spare bottles of air for the self-contained air-breathing apparatus, each having at least a 30 minute capacity.

(3) Six steel-cored lifelines.

(4) Six Type II or Type III flashlights constructed and marked in accordance with ASTM F 1014 (incorporated by reference, see §154.1).

(5) Three fire axes.

(6) Six helmets that meet ANSI Safety Requirements for Industrial Head Protection, Z-89.1 (1969).

(7) Six sets of boots and gloves that are made of rubber or other electrically non-conductive material.

(8) Six sets of goggles that meet the specifications of ANSI Practice for Occupational and Educational Eye and Face Protection, Z-87.1 (1979).

(9) Three outfits that protect the skin from scalding steam and the heat of a fire, and that have a water resistant outer surface.

(10) Three chemical protective outfits that protect the wearers from the particular personnel hazards presented by the cargo vapor.

(b) Instead of the equipment under §35.30-20 of this chapter, a vessel of 25,000 m³ cargo capacity or more must have the following personnel safety equipment: